

preservation issues

NEWS FOR THE PRESERVATION COMMUNITY

MISSOURI DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION PROGRAM

★ Vol. 2, No. 5 ★

Great White Arabia Surrenders Historic Past

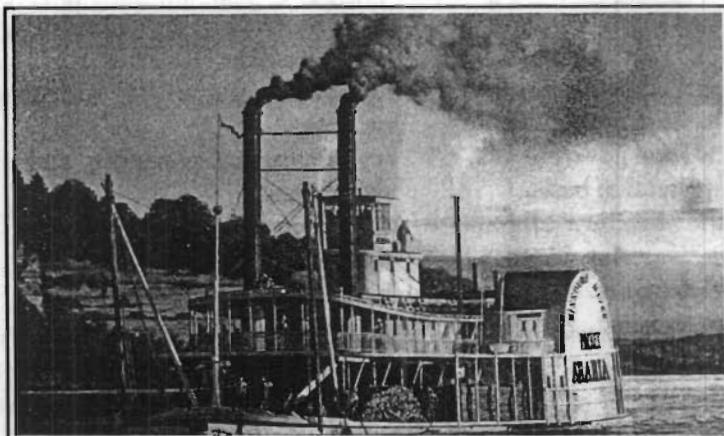
"The broad current of the Missouri is unpoetic and repulsive - a stream of flowing mud studded with dead tree trunks and broken bars" Journalist Albert Richardson, 1857

The steamboat called the Great White Arabia was one of the casualties of the Missouri River. Loaded with trade goods for the western market, the Arabia hit a large sycamore snag and sank in 1856 just one hour away from her last stop in the Town of Kansas.

Today, rescued from the mud under a bean field, the remains of the boat and its well-preserved contents have a new home in Kansas City's City Market. The Arabia Steamboat Museum is the centerpiece of the recently completed redevelopment of the city's River Market area. In much the same way a large department store anchors a modern shopping center, the museum attracts potential shoppers to the many small enterprises in the surrounding market.

There is no doubt that the museum anchor is doing the job. David Hawley, a partner in River Salvage, Inc., which excavated the Arabia and also owns and operates the museum, reports that 150,000 people visited the museum in just seven months of operation. But, he says, "another anchor is needed to draw

PHOTO SANDRA LUCY



The Arabia steamboat as it might have looked on its last voyage in 1856. From an original work of art by Gary Lucy.

even more people to the area." He would also like to see more diversity in the shops; fresh produce and import items are the mainstay of the market shops.

"By and large, museums are not profitable," Hawley says, "but we're pleased the museum is at least self-supporting." A self-supporting museum is a rare phenomenon, but that doesn't mean that money isn't an issue. Although the building is owned by the city and operating expenses are covered by income from admissions and gift shop sales, the partnership is nearly \$1.5 million in debt. The Arabia excavation and recovery and the preservation of thousands of artifacts for the exhibit was enormously expensive, even though the partners did much of the work themselves.

For David Hawley and his wife Laurie, brother Greg Hawley and his wife Karen, their parents Bob and Florence Hawley, and friends Dave and Nancy Luttrell and Jerry and Joan Mackey, the Arabia project was a labor

of love. "Money was never a motivation," says Hawley, "we weren't expecting to find gold on the Arabia and we didn't. The total cash recovered was \$.26 - two dimes, a nickel, and a penny. Our main interest was in recovering the cargo and sharing it with the public."

From the beginning, the Arabia has consumed the Hawleys, Mackeys, and Luttrells. David Hawley spent years researching and mapping the many course changes of the Missouri River and unearthing information on the more than 300 historic Missouri River boat sinkings in the state and their

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September/October 1992

Highways to Use Enhancement Funds for Landscaping!

Deputy
State Historic
Preservation
Officer

The Missouri Highway Commission has adopted a plan for distribution of enhancement funds made available under federal transportation legislation. A disappointment to preservationists, the plan earmarks a whopping 75 percent of the money for landscaping. The remaining 25 percent will be distributed to local governments on a competitive application basis.

As reported in the May/June edition of *Issues*, the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) authorizes substantial expenditure of federal funds over the next six years for highway and transportation projects. ISTEAs Surface Transportation Program (STP) provides almost \$24 billion for highway construction, bridge replacement, and mass transit. The law stipulates that **10 percent** of STP funds must be used for enhancement activities.

Landscaping is one of ten categories defined by the law as eligible enhancement activities. Other eligible activities include:

- provision of facilities for pedestrians and bicycles;
- acquisition of scenic easements and scenic or historic sites;

- historic preservation;
- rehabilitation and operation of historic transportation buildings, structures, or facilities, including historic railroad facilities and canals;
- preservation of abandoned railway corridors, including the conversion and use thereof for pedestrian or bicycle trails;
- control and removal of outdoor advertising;
- archaeological planning and research; and
- mitigation of water pollution due to highway runoff.

The Missouri Highway and Transportation Department expects to have \$6,743,740 available for transportation enhancement activities in 1992. The amount estimated for 1993 is \$7,700,000, with an estimated six-year total of over \$45 million.

In a draft policy statement, the Highway Department based its decision to use up to 75 percent of the enhancement monies for landscaping on the "great need for making highway facilities compatible with the adjacent surroundings and environment...." The landscaping will be done along highways in communities with populations greater than 5,000.

The 25 percent balance of enhancement funds will be provided on a com-

petitive, matching basis (80 percent federal/20 percent local) to local government applicants. Application can be made at any time, with projects considered in respect to a prioritized list and geographical distribution.

The extent of highway expansion and construction generated by ISTEAs over the next six years will have a dramatic impact on Missouri's cultural landscape. The provisions of ISTEAs provide an opportunity to ensure that the natural and cultural environment is enhanced as a by-product of this highway construction. We cannot afford to miss this opportunity - Missouri's historic and archaeological resources are not replaceable!

Competition for the 25 percent of enhancement monies available will be stiff. Preservationists at the local level need to be ready by developing strong proposals for local government preservation projects and securing the necessary matching funds. Concerned preservationists should also let the Highway Commission know that 25 percent of the enhancement monies is not enough to meet Missouri's preservation needs. =
Claire Blackwell

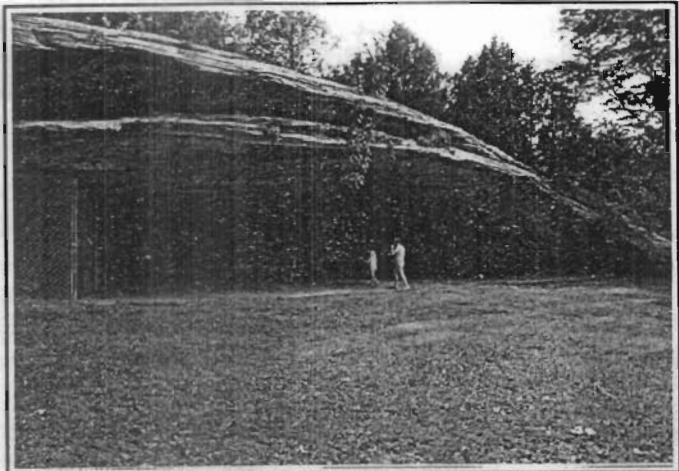
Archaeological Sites to Visit

Despite the best efforts of the Historic Preservation Program, the Missouri Archaeological Society, and others over the years, important Missouri archaeological sites continue to be looted and vandalized. Consequently, the exact locations of most sites is not released to the public in order to help protect the sites from

disturbance and prevent their destruction.

Citizens with an interest in Missouri's prehistory, however, may visit several of the state's most significant archaeological sites owned and interpreted by the Department of Natural Resources' Division of Parks, Recreation, and Historic Preservation.

Graham Cave was the first archaeological site in the United States to be designated a National Historic Landmark (in 1961) due to the discovery there of the earliest then-known human occupation. Excavations, ca 1949-1955, provided a record of nearly 10,000 years of occupation in the cave; the earliest deposits belong to the Dal-



Visitors to Graham Cave archaeological site may view the home of some of the earliest known Missourians.

ton period (8000-7000 B.C.). Artifacts from the excavations are on display at the contact station. The site is located in Graham Cave State Park just off I-70 west of Danville.

The Kimswick Bone Bed in Mastodon State Park is one of Missouri's most important sites; it is where archaeologists first discovered a man-made weapon with the bones of mastodons in 1979. The discovery was the first real evidence that man and mastodon had coexisted in eastern North America. This indicated that man, along with environmental change, may have contributed to the mastodon's extinction. Excavations at the site are ongoing and visitors are allowed to watch.

The visitors' center museum contains bones, tusks, teeth, and human artifacts from the site as well as photographs of past excavations, and a life-size replica of a mastodon skeleton. The site is located in Imperial, 20 miles south of St. Louis.

Osage Village, located on a hill near the Osage River, was first discovered by fur trader Charles Claude du Tisne in 1719. Du Tisne said the site contained 200 warriors and 100 lodges. The land once occupied by this village, the earliest known in Missouri, is now preserved as Osage Village State Historic Site.

The Osage were daring adventurers skilled in the use of horses and guns. By

the time the Osage were removed from the state in 1823, they had totally dominated all other Indian tribes and had been greatly feared by settlers for nearly 100 years. The site is located northeast of Nevada and just west of Fair Haven 11 miles north of U.S. 54 in Vernon County.

The Woodland Petroglyph Site, an area of ancient In-

dian rock carvings, is located in Thousand Hills State Park. These carvings, which were made by chipping and rubbing the sandstone rock, include thunderbirds, squares, ovals, and circles, bird tracks, footprints, and animals. Although the exact dates are still unknown, it is believed the petroglyphs date to the Late Woodland period between A.D. 400 and 900. The site is located four miles west of Kirksville in Adair County.

Towosahgy, an Osage Indian word meaning "Old Town," was a once-fortified Indian village and an important ceremonial center. The village site, a 64-acre tract of land, is now preserved as Towosahgy State Historic Site. Perhaps the best preserved Mississippian village in the state, the site contains seven earthen mounds. Six of the mounds enclose a central plaza.

Excavations have revealed fortification ditches that contain two stockade trenches; these trenches had bastions placed about every 90 feet. Portions of 11 houses have also been excavated at the site. Archaeologists believe the Mississippian Indians occupied the site from A.D. 1000 until the time of its abandonment ca A.D. 1375. The site is located 13 miles southeast of East Prairie in Mississippi County.

Missouri Indian Village, Old Fort, and Mound Field, located in the nearly 1,000-acre Van Meter State Park, was the home and ceremonial area for the

Missouri Indians at the time of their emergence into history. Contact with European explorers resulted in disaster for the Missouri. The first historical mention of this group of people occurred in 1673 when two French explorers, Marquette and Joliet, drew a map locating the "Oumessourit" village. Within 30 years, a French priest reported that "the Missouris are almost reduced to nothing." Outbreaks of smallpox and other diseases ravaged the village so that by 1758, the village that once had a population of about 5,000 numbered only 600.

By ca 1800, the Missouri had left the area. Recent excavations at "The Old Fort" have shown that it is an Oneota earthwork and it contains 3,990 feet of ditches and 2,600 feet of embankments, and encloses more than six acres.

Archaic and Woodland habitation sites and Woodland mounds are also present in the park. All sites are well interpreted in a new visitors' center. The Lyman Archaeological Research Center and the Hamilton Field School, a cooperative venture of the University of Missouri and Missouri State Parks, is also located in the park. The site is located 12 miles northwest of Marshall on Missouri 122.

The Mississippian Petroglyph Site is preserved at Washington State Park. There are two major sets of petroglyphs in the park; both are believed to have been carved by the prehistoric Mississippian Indians ca A.D. 1000 to A.D. 1600. The largest set of petroglyphs covers an area of approximately 50 by 70 feet and contains hundreds of carvings including spirals, wavy lines, human and animal figures, footprints, arrows, and a sun symbol. This set is sheltered and interpretation is provided onsite and in the museum. A smaller set, located near the museum building, contains similar symbols. The site is located 14 miles northeast of Potosi on Missouri 21.

For brochures or more information about the archaeological sites listed, call the Parks Hotline at (800) 334-6946. — Karen Grace

(ARABIA, from Page 1)

potential for recovery before the decision was made to excavate the Arabia. Previous unsuccessful salvage attempts in 1877, 1897, and 1974 helped to pinpoint the location of the Arabia. A list of the ship's cargo published in the St. Louis **Daily Missouri Democrat** the day after the sinking was the catalyst for the decision.

Because the Arabia was buried under a Kansas farm field, the excavation had to wait until after the bean crop was harvested. Beginning in November of 1988, immediately after the crop was in, the partners began the excavation on the farm across the river from Parkville, Mo., just north of Kansas City. Using backhoes and heavy construction equipment owned by David Luttrell, and utilizing an elaborate system of water pumps designed by Bob Hawley, the partners worked 16 hours a day throughout the winter to reach the Arabia. Eventually they dug a 45-foot deep pit the size of a football stadium, exposing the boat and its treasures for the first time in 133 years.

The group carefully removed the cargo, the hull and other salvageable parts of the boat and conducted onsite temporary preservation and cataloging of articles before they were moved to storage and laboratory facilities for cleaning and refurbishing.

"None of us are professional preservationists," said David Hawley, "we had to learn everything as we went along." Eventually, 200,000 separate items were cataloged, including two prefabricated houses, clothing, hats,

bullwhips, eyeglasses, pocket knives, tobacco plugs and cigars, porcelain doorknobs, glass beads, Wedgwood china, perfume, food, medicine, jewelry, and hardware. All the pieces were caked and clotted with dirt and all required careful cleaning and individualized preservation treatment.



PHOTOS JANET MUSICK

Preservation Issues
Editor Karen Grace talks to Arabia Steamboat Museum owner David Hawley. A replica of one of the Arabia's massive paddlewheels (background) greets visitors to the museum.



A small part of the more than 200,000 items recovered from the Arabia's cargo hold is displayed in a country store exhibit.

During that time, the partners learned that wooden items that have been wet for a long period of time deteriorate rapidly if allowed to dry naturally. Because so many items required preservation, most were frozen in large commercial freezers for stabilization. Then they were soaked, as time allowed, in a polyethylene glycol solution and freeze-dried. The larger the article, the longer the preservation process takes. Greg Hawley estimates he has spent 90 hours a week over the past three years and has barely made a dent in the more than 200,000 items in need of preservation.

Large items such as the ship's hull, with flecks of white paint still visible, and parts of the paddlewheel structure are on exhibit at the museum; however, they still receive a daily shower of polyethylene glycol - a process which will continue for the next 20 years until the preservation process is complete.

The museum exhibits, which were designed by David Hawley, include a replica of one of the Arabia's massive 28-foot paddlewheels powered by the boat's original drive shaft as it turns in place in a shallow pool. A re-creation of the 171-foot main deck houses the original engines, boilers, anchor, and the large sycamore snag found inside the boat during the excavation. A photographic display surrounding the deck documents the salvage operation as does a 20-minute video.

Thousands of items of trade goods, a virtual time capsule of frontier life, are displayed in glass cases, in a re-created country store, and in hands-on exhibits. A working preservation lab, with technicians on

hand to answer questions, provides visitors with a close-up look at the arduous task of preserving the Arabia and her contents.

"It was a great adventure!" said David Hawley with apparent enthusiasm. "The archaeology was fun, but the work involved was unbelievable. The project took three intense years of hard, time-consuming work. And the partners still each work more than 60 hours a week at the museum."

Considering everything you've learned, are there plans to raise another sunken riverboat?

"No," responded David Hawley, a

slight grin spreading across his face. "One thing we've learned is that some things are best left alone." The remainder of Missouri's buried riverboat treasures can, for the moment, continue to rest in peace. — *Karen Grace*

The Arabia Steamboat Museum is located at 400 Grand in Kansas City's historic City Market. Free parking is available. Open year round 10 a.m. to 6 p.m. Monday-Saturday and 12 noon-5 p.m. Sunday. Closed on major holidays. \$5.50 for adults. For more information, call (816) 471-1856.

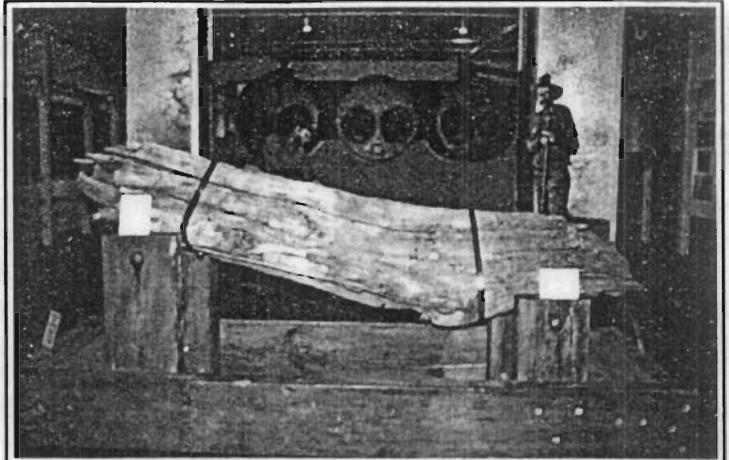


PHOTO JANET MUSICK

The sycamore snag that sank the Arabia and the boat's engines are exhibited on a re-created main deck.

The Town of Kansas: Lost and Found

Originally a French trading post operated by Francois Chouteau, the birthplace of Kansas City had become an important steamboat landing by the 1830s and began a slow growth cycle. In 1850, the area was incorporated as the Town of Kansas, and then reincorporated in 1853 as the City of Kansas. The town still lagged far behind the neighboring towns of Independence and Westport, however, in both population and urbanity. In the late 1850s, journalist Albert D. Richardson wrote as he arrived at the town:

"In front of the Town of Kansas the broad shouldered landing sloping down to the northwest edge presented a confused picture of immense piles of all kinds of freight ... There were solid block houses and low frame shanties along the levee, and scattered unfinished buildings on the hill above

where 'the grade' was being cut fifteen or twenty feet deep through abrupt bluffs. Carts and horses wallowed in the mud of these deep excavations and the houses stood trembling on the verge, as if in fear of tumbling over."

Today, the ruins of some of the buildings Richardson described may still exist. Located on a quarter-mile stretch of Union Pacific Railroad property near the Missouri River are several limestone foundations and walls believed to date from the 1840s and 1850s.

Protection and interpretation of the Town of Kansas site is a major objective of Kansas City's Landmarks Commission. Support from the public and private sectors has been enthusiastic. An archaeological planning study currently underway (see pp. 7-8) is expected to provide the data needed to support this effort. — *Karen Grace*

A&D Grant Awards

The Historic Preservation Program (HPP) is pleased to announce recommendations for funding of five Acquisition and Development (A&D) projects. Consideration for the awards was limited to National Register-listed properties that met the special HPP priority of "transportation." Final awards are pending applicant negotiations. A&D grant funds for fiscal year 1993 will be from the HPP's annual appropriation of Historic Preservation Fund grant monies. The A&D grants, which are expected to total more than \$50,000, have not been awarded since 1983.

The recommendations are:

- Friends of the Rice-Tremonti House - \$8,273 for roof and masonry repair to the Rice-Tremonti House, which is associated with the Santa Fe Trail.
- The City of Independence - \$17,000 for roof and masonry repair to the Kritser House, which is also associated with the Santa Fe Trail.
- Hannibal Main Street, Inc. - \$8,000 for repairs to the Mark Twain lighthouse, a structure associated with Mississippi River transportation.
- Forrest E. St. Aubin - \$8,750 for repair of exterior woodwork on RiverScene, a building associated with Missouri River commerce.
- Galena Neighborhood Watch - \$8,000 for concrete repairs on the Galena Y-Bridge.

For more information about HPP grants, call Jerald Stepenoff at (314) 751-5376. — *Karen Grace*

Anarchaeological excavation conducted by University of Kansas archaeology students revealed remains of the Town of Kansas.

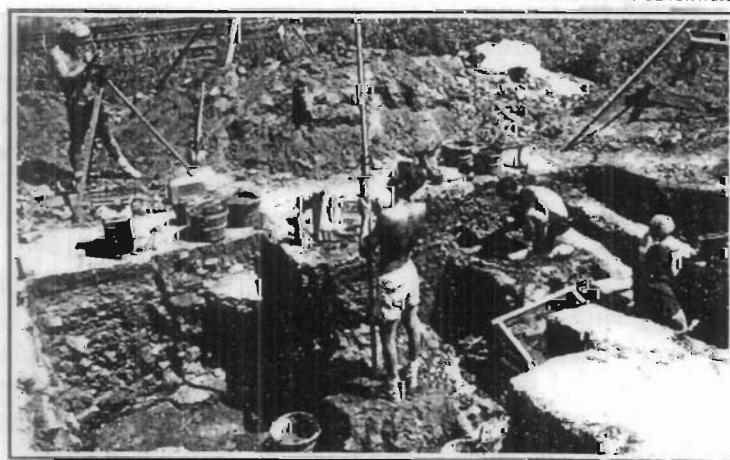


PHOTO CLAIRE BLACKWELL

Federal and State Laws Protect Historic Shipwrecks

Based on European and American prototypes, Robert Fulton's *North River Steamboat* ushered in a new era in commercial navigation with the successful completion of its trial run on the Hudson River in 1807. Looking beyond the eastern seaboard, Fulton and his principal financial backer, Robert Livingston, attempted to monopolize commercial steamboat trade on the Mississippi River by a series of legal maneuvers that were stymied by the United States Congress in 1812 and, ultimately, were broken by the efforts of Henry Shreve in 1819. Nonetheless, Fulton's *New Orleans* became the first steamboat on the Mississippi River in 1811; she departed Pittsburgh on October 20, 1811, and, after surviving an Indian attack, a cabin fire, and the New Madrid Earthquake, she arrived in New Orleans on January 10, 1812.

Initially, the growth of steamboat commerce on the Mississippi River was slow and oriented principally toward the east. It was not until 1817 that a steamboat, the *Zebulon M. Pike*, reached St. Louis; however, because of its strategic location, St. Louis quickly became a major hub of the westward expansion movement and, by 1819, steamboat arrivals in St. Louis were commonplace.

Steamboat traffic on the Missouri River began on May 21, 1819, when the *Independence* departed from St. Louis bound for the towns of Franklin and Chariton. She was followed by the *Western Engineer*, which reached Fort Lisa near present-day Council Bluffs on September 17, 1819.

From this meager beginning, nearly 200 steamboats operated on the Mississippi River system by 1830. In 1831, five steamboats regularly plied the lower Missouri River. By 1836, the number had increased to 15 and by 1842 there were 26. The "Golden Age" of the steamboat on Missouri waterways spans the decades between 1850 and 1870.

Steamboat commerce reached its

peak in about 1858; its decline is directly related to the advent and expansion of the railroad. The completion of the Hannibal to St. Joseph Railroad in 1859 seriously curtailed commercial traffic on the lower Missouri River. However, steamboat commerce continued to dominate the upper Missouri River region until about 1873 when the Northern Pacific Railroad was completed to Bismarck.

part of Missouri's early developmental history and its contribution to America's expansion westward. Recent technological advances have now made many of these wrecks accessible to a wide range of organizations with a variety of motives.

Because of an increasing awareness of the destruction of historic shipwrecks for commercial purposes, legislation was introduced into the United States Congress to protect all applicable historic shipwrecks. The resulting Abandoned Shipwreck Act of 1987 (Pub. L. 100-298; 102 Stat. 432; 43 U.S.C. 2101-2106) was signed into law by the President on April 28, 1988. Under provisions of the act, the United States asserts title to any abandoned, National Register-eligible shipwreck that is embedded in submerged lands of a state and transfers that title to the state in whose submerged lands the shipwreck is located.

In Missouri, "submerged lands" includes not only land beneath present-day navigable water in the state, but also all filled-in, made, or reclaimed land that was beneath all navigable waters in Missouri after 1821 (Submerged Lands Act, 43 U.S.C. 1301). Guidelines for implementing provisions of the Abandoned Shipwreck Act were developed by the National Park Service and published in the Federal Register (55:233, Tuesday, December 4, 1990).

Many shipwrecks prior to 1821 undoubtedly occurred in navigable waters that are now outside the above-defined "submerged lands." Because these wrecks are not covered by the Abandoned Shipwreck Act, legislation to afford them some degree of protection was introduced in the Missouri Legislature in 1989. After much debate, Senate Bill No. 75 of the 86th General Assembly (An act relating to excavation of abandoned shipwrecks, with penalty provisions) was signed into law by the Governor in 1991. This act primarily regulates the methodology

Archaeology Profiles

The success of 19th-century steamboat commerce was not without its price. On the lower Missouri River alone, more than 300 steamboats sank during that time as a result of fires, explosions, storms, ice, and, most often, collisions with snags, rocks, bridges, and other obstacles. The remains of possibly thousands of these sunken steamboats now lie buried in past and present channels of Missouri's rivers as historic archaeological sites.

Soon after it sank, but before it became deeply buried, each of these wrecked steamboats was subjected to varying degrees of salvage by owners, insurance companies, opportunists, etc. After they became deeply buried, the remains of some of these wrecks have been further disturbed by salvage or dredging activities. Dredging is most commonly associated with organized channel maintenance. Salvage is most commonly associated with an attempt to recover all or part of a perceived valuable item - the vessel itself, cargo, etc. Both are destructive in nature.

The extant remains of virtually every wrecked steamboat in Missouri is a potentially significant historic archaeological site because it represents the only physical evidence of a very important yet largely undocumented

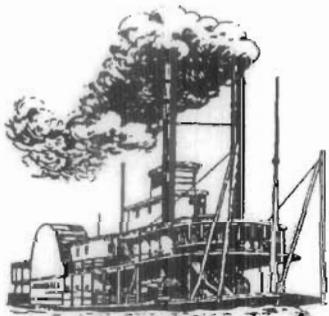
MISSOURI

Historic Architecture

Sidewheel Packet Steamboats ca 1817-1880s

Characteristics:

- Great variety in design; each was owner- or builder-designed for a specific need or purpose.
- All had a very shallow draft, usually 5 feet or less, which was achieved by very light framing.
- Structure was strengthened by an elaborate system of hog chains and braces.
- Plan is lozenge shape, widest at the paddlewheels, tapering to a point at the bow and to a gentle curve aft to the stern.
- Riblines were straight and bottoms were flat; straight wooden planks were used for construction.
- Sizes varied; an average might be 180 feet by 40 feet by 5 feet - from the bottom to the main deck.
- Four decks were typical; the main deck covered the hull and formed the cargo hold below; engines, galley, and restrooms were on the main deck; the boiler deck housed the staterooms, which had both an interior and exterior door - each door had a transom and paired blinds or shutters; the hurricane deck was the lowest roof deck and was protected with felt and tar; the skylight or Texas deck contained clerestory skylight windows that provided light to a central hallway called the main cabin between the staterooms below and the "Texas" or captain's quarters; the pilot house occupied the highest point on the boat.
- All upper decks were enclosed with wooden porch balustrades; the main deck usually had horizontal wooden bull rails to prevent loss of livestock and other cargo.
- All decks and roofs were used for cargo storage; most freight was carried on the main deck.
- Paddle wheels, approximately 30 feet in diameter, were enclosed in wheelhouses on each side of the boat; the name of the boat and its home port were painted on the wheelhouses.
- Engines were located immediately forward of the paddle wheels.
- Main smokestacks were made of cast iron and were very tall so that sparks emitted would cool before hitting the deck; their tops and the spreader bars between them were often elaborately decorated.
- A tall jackstaff was mounted on the prow and rigged to one or two stages which were used to load and unload both freight and passengers.
- The hull was painted white, black, or red, and upper structure was usually a combination of these; interiors were usually painted light aqua.



The sidewheel packet steamboat Arabia, 1853-1856, built in Brownsville, Pennsylvania, sank in the Missouri River shortly after leaving her last stop at the Town of Kansas. Drawing courtesy of River Salvage, Inc. and the Arabia Steamboat Museum.

used to excavate National Register-eligible shipwrecks in Missouri that are not covered by federal legislation to ensure they meet professional standards. Guidelines for implementing provisions of Senate Bill No. 75 follow those developed for the above-described Abandoned Shipwreck Act.

These two acts, in conjunction with other existing legislation, ensure that the extant remains of all National Register-eligible shipwrecks in Missouri will not be destroyed for strictly commercial purposes and that they will ultimately be preserved, interpreted, and made accessible to the general public. — *Gary Rex Walters*

Archaeologist Gary Rex Walters, Ph.D., is the director of Triad Research Services, a cultural resources management firm in Columbia. Dr. Walters served as a consultant for the Arabia project. (See story, Page 1)

Kansas City Named a Winner in National Grant Competition

The City of Kansas City was recently awarded a special Historic Preservation Fund (HPF) grant of more than \$18,000 in a nationwide competition for Certified Local Government (CLG) funds.

All states are required to set aside a minimum of ten percent of their annual allocation of HPF funds for the exclusive use of CLGs. The grant awarded to Kansas City came from a special pool of grant monies created from recaptured CLG allocations from other states and awarded competitively to CLGs. Missouri's Kansas City application was one of six state projects

(See KANSAS CITY, Page 8)

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Editor: Karen Grace
Designer: Musick & Co.

(KANSAS CITY, from Page 7)

selected for full funding and it received the highest funding amount awarded to CLGs.

The city will use the grant to initiate a second phase of the survey and management plan for historic and prehistoric archaeological resources in Kansas City. The project will include a survey of more than 3,000 acres; topographic mapping of known sites; identification of sensitive archaeological areas; a survey report; a management plan; and recommendations for treatment of archaeological resources.

This is a unique project because many local preservation programs concentrate on architectural resources and do not address historic and prehistoric archaeological resources. The Kansas City project will serve as a model for other Missouri municipalities to encourage archaeological planning efforts. — Karen Grace

FREE

A limited number of full-color posters celebrating Missouri's archaeological heritage are now available to the public. To receive your poster, write to the address below or call (314) 751-7860.

“The archaeology was fun, but the work involved was unbelievable.” David Hawley. See cover story — *Great White Arabia Surrenders Historic Past*

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